AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1-11. (Canceled)

12.   (New) A method for controlling a braking system of a motor vehicle, comprising:

in order to prevent the vehicle from rolling away following a braked standstill, setting a first braking-force value independently of a driver at at least one wheel of the vehicle and holding the first braking-force value for a specified limited first holding time; and

ascertaining a gradient angle of a roadway in a longitudinal direction of the vehicle, wherein:

the first holding time is a function of the gradient angle.

13.   (New) The method as recited in Claim 12, further comprising:

if an intention of the driver to drive off is registered during the first holding time:

cutting short the first holding time, and

from the point of cutting short the holding time, maintaining a second braking-force value independently of the driver for a specified extended second holding time.

14.   (New) The method as recited in Claim 13, wherein the extended second holding time is a function of the gradient angle.

15.   (New) The method as recited in Claim 14, wherein the extended second holding time is a function of the gradient angle in such a way that the extended second holding time assumes a maximum value when the gradient angle exceeds a specified positive limiting value.

16.   (New) The method as recited in Claim 13, further comprising:

registering an intention of the driver to drive off through an operation of an accelerator pedal.

17.   (New) The method as recited in Claim 12, wherein the first holding time is a continuous function of the gradient angle.

18. (New) The method as recited in Claim 14, wherein the extended second holding time is a continuous function of the gradient angle.

19. (New) The method as recited in Claim 12, wherein:

if the gradient angle has a negative sign in the case of a downhill standing-start operation and a positive sign if the gradient angle has a positive sign in the case of an uphill standing-start operation, the first holding time one of remains constant and increases with an increase of the gradient angle.

20. (New) The method as recited in Claim 14, wherein:

if the gradient angle has a negative sign in the case of a downhill standing-start operation and a positive sign if the gradient angle has a positive sign in the case of an uphill standing-start operation, the extended second holding time one of remains constant and increases with an increase of the gradient angle.

21. (New) The method as recited in Claim 13, wherein the first braking-force value is equal to the second braking-force value.

22. (New) A device for controlling a braking system of a motor vehicle, comprising:

a roll-away prevention arrangement for, in order to prevent the vehicle from rolling away following a braked standstill, setting a first braking-force value independently of a driver at at least one wheel of the vehicle and holding the first braking-force value for a specified limited first holding time; and

an arrangement for ascertaining a gradient angle of a roadway in a longitudinal direction of the vehicle, wherein:

the first holding time is a function of the gradient angle.